

not given up hope of arriving at a satisfactory settlement.

James Ramsay MacDonald, who represents Leicester, said that he had hoped that there might be a possibility of reopening the negotiations and that he was delighted that there was no necessity for the moment of moving for a vote of censure on the Government.

Lloyd George said that there was no intention of setting up a royal commission, but of appointing a committee of inquiry, a small one, and above all one which would lead to a prompt decision. He was most anxious that the men would realize the full character of the proposals of the Government and that it was intended to give them fair play and not to attempt to lure out of their hands the great weapon of the strike.

Mr. MacDonald said that there evidently had been some misunderstanding all around. It was possible to reopen negotiations preliminary steps had already been taken. He begged the members who had influence with railroad directors to persuade them to try to make it easier for the men to declare a strike until the inquiry was held.

Lloyd George said that if the commission was accepted, to-morrow the names of the members would be announced on Saturday and the commission could get to work by Monday. It would sit daily. As to the question of truce all around he could not pledge himself more than to say that he would bring the matter forward. He couldn't imagine any one interposing an obstacle if there was to be a truce of that kind. It was the feeling of every one throughout the country, he said, to do his best to obviate the disastrous industrial war. All parties must have fair play by making the truce real and effective.

THE STRIKE ORDER.

At the National Transport Federation's meeting to-night, called to declare formally a national strike, it was said that the explanation of the sudden decision of the railroad leaders to make the settlement of the dispute conditional upon an all round agreement, embracing all grades of the transport workers, lay in the fact that the amalgamated society and other railroad unions were cooperating with the transport workers' federation.

The text of the telegram sent out as a signal for the beginning of the strike was:

"Your liberty is at stake. All railway employees must strike at once. Loyalty to each other is victory."

The messages were signed by the leaders of the men.

DEFIANCE TO THE GOVERNMENT.

A general meeting of the executive committee of the Amalgamated Society of Railway Servants passed this resolution:

"We consider the statement made in behalf of His Majesty's Government an unwarrantable threat uttered against the railroad workers who for years have made repeated applications to the Board of Trade and also to Parliament to consider the advisability of amending the conciliation board scheme of 1907 with a view to so adjusting the machinery that grievances of the men may be remedied. And further it shows a failure of the Board of Trade to amend its own scheme and also of the railroad companies to give an impartial and fair interpretation of such schemes. This in our opinion is the primary cause of the present unrest which is not limited to any one company or grade but is common to all."

"We therefore reiterate our claim that the workers of the railroad companies are entitled to the same treatment from employers as workmen employed by other employers of labor. And inasmuch as this joint meeting has already urged the employers to meet us with a view to discussing the whole position and which if agreed to by them would in our opinion have settled the matter, we therefore refuse to accept the responsibility of the Government has attempted to throw upon us and further respectfully but firmly ask His Majesty's Government whether the responsibility of the railroad companies is in any degree less than that of other employers of labor. With a full sense of the grave step we are taking we feel justified that our duty to those whom we represent compels us to refuse the offer of His Majesty's Government, and reluctantly resort to the decision of this body on August 15."

TROOPS SET IN MOTION AT ONCE.

Immediately after the strike declaration was promulgated the War Office put the troops at Aldershot in movement for London and throughout the night horse foot and artillery have been going aboard their trains. The artillery are to act as infantry and in addition engineers and commissary men are being sent to London.

It is only a few weeks since the same men came to the metropolis in their parade uniforms to participate in the coronation festival. Now they are coming in service equipment armed with ball cartridges.

They will encamp in the parks as they did at coronation time. London's own garrison has returned from its summer camp.

The commissioners of the Metropolitan and City police forces have issued appeals to citizens to enroll as special constables in the event of necessity. Several hundred men burning to wield the baton had volunteered before the appeals were published.

Three thousand troops, consisting of detachments of the Life Guards, the Horse Guards, the Scots Guards, the Grenadier Guards and the Coldstream Guards, with twelve machine guns, arrived in London during the day from different encampments and were distributed in the Tower, Chelsea and Knightsbridge barracks.

A battalion of infantry has been ordered to Sheffield.

Preparations to insure the railway service and prevent disorders is keeping the Government departments busy. Winston Churchill, the Home Secretary, Sydney Buxton, President of the Board of Trade, G. R. Asquith, the board's "strike settler," and their staffs are working until the "wee sma" hours.

Although the northbound express trains left London on time the passengers were warned by the companies that they could not guarantee that there would be no delay. Nothing is to be learned to-night as to the intentions of the men at the London stations who did not strike this evening and their attitude will not be known until the time for their striking on in the morning. The companies all profess confidence there will be enough loyal men to keep the trains moving.

There were some disturbances among provincial railway men this evening, but the police balked an attempt to tear up the Midland line in a suburb of Sheffield. The freight handlers at Derby clashed with the police and some heads were broken.

It is figured that 400 men struck at Birmingham, 500 at Leeds, where they did not wait for the strike order before going out, 1,000 at Bradford, 1,000 at Blackburn, 200 at Bristol, 200 at Derby,

700 at Preston, 1,000 at Doncaster, 2,000 at York and 2,000 at West Hartlepool.

At midnight there were about 4,000 out at Horwich, 1,000 at Lancashire, 1,000 at Wolverhampton, 1,000 at Cardiff, 600 at Bury, 500 at Lancaster, 500 at Stockton and 1,000 at Carlisle. There are no figures from Scotland, but reports from Glasgow and Edinburgh indicate that the Scottish lines have joined in the strike.

None of the figures is official. Many of the local lines of the Midland company were almost without trains prior to the strike order, and the freight yards were closed.

STRIKE RIOT INSURANCE.

Lloyd's is kept busy these days writing about riot insurance. Policies written against riot in Liverpool are at the rate of £1 per cent. A country mansion near Liverpool, believed to be Lord Derby's, has been insured for a month for \$1,250, at the rate of 36 cents per cent. Lord Derby is the owner of much land in Liverpool.

The Labor members of Parliament met in the House of Commons this evening and adopted resolutions supporting the railway men in their action and condemning the Government for not bringing pressure on the railroad companies to remedy their grievances.

A stir was caused in a vaudeville theatre in Chatham to-night when a sergeant went on the stage and notified all soldiers present that they were wanted at once at the barracks of the regiment. The regiment had been ordered out for strike duty, and many of the men were out having a good time.

The Post Office authorities say that they do not expect that the mail service will be greatly hampered by the strike, but if necessary the existing automobile service will be supplemented. The Postmaster-General has summoned departmental officials to confer.

This evening's strike order has belied the remarkable confidence of the Stock Exchange that the worst was over. Prices of English railway shares rallied sharply and closed firm and the stock dealers were quite optimistic. Questioned after the strike order had gone out they refused to alter their confidence and said that they did not believe that the unions were able to make the strike effective.

EARLIER NEGOTIATIONS.

Hope that the strike on all the railroad lines might be averted was dashed in the afternoon, when the representatives of the railroad unions refused to accept the offer of the Premier Asquith, who offered to appoint a royal commission to investigate the working of the conciliation scheme of 1907.

The announcement of this offer and its refusal was made after a long conference held by Premier Asquith, Sydney Buxton, president of the Board of Trade, the managers of the different railroads and the executive committee of the Amalgamated Railway Servants Union. This had been preceded by a conference of all the members of the union's executive committee with Ramsay MacDonald, chairman of the Parliamentary Labor Committee. This latter conference was called to give the members of the union's executive committee an opportunity of discussing the situation with Mr. MacDonald previous to the meeting with Mr. Buxton.

QUESTIONS PUT AND ANSWERED.

At the close of the second conference the Board of Trade issued this statement:

The president of the Board of Trade, accompanied by Premier Asquith and Messrs. Mitchell and Cummings, labor officials of the Board of Trade, met the executive committee of the railway men's union to-day and the following questions were put:

First—What was the actual ground on which the executive committee issued its manifesto ordering a general strike in case the companies did not accede to its terms?

Second—What were the actual grievances in connection with the agreement of 1907?

Third—Were those grievances sufficiently grave to justify the action the executive committee has taken?

Fourth—Could the grievances have been remedied in a less drastic way?

Fifth—Could the grievances be remedied in the way proposed—by means of a general railway strike?

To this the men replied as follows:

1 and 2.—The failure of the companies to observe the spirit and letter of the agreement of 1907 and the utter impossibility of the men to redress the many grievances of which the men complained.

3.—Yes, in our opinion it is the only course. We have also considered the possibility of further questions being asked and have unanimously come to the conclusion that the only way that will bring an effective method to peace is for the companies to consent to meet us.

The president and the members of the Board of Trade retired to consider the position, and subsequently the Premier, accompanied by Mr. Buxton, met the executive committee of the union and made the following statement:

I have considered carefully in consultation with the president of the Board of Trade and my colleagues in the Cabinet the reply given by Mr. Bellamy in your behalf to the five questions submitted by Mr. Buxton to you.

Your answer to the first and second is the failure of the companies to observe the spirit and letter of the agreement of 1907 and the utter impossibility of the men to redress the many grievances of which the men complained, your answers to the remaining questions depend upon the assumed correctness of those statements, and the first and most essential means to establish your assertions is by investigating the soundness of your contentions.

The Premier said he hoped in the course of a few days to announce the names of a royal commission to investigate the matter. The companies, he said, had assured the Government that they could rely on their support and assistance.

The Government, said the Premier, was perfectly impartial in regard to the merits

of the various points of dispute. The Government had regard exclusively for the interests of the public, and having regard for those interests they could not allow the paralysis of the railway systems throughout the country and would have to take the necessary steps to prevent such paralysis.

They would therefore put forward a proposal which would insure the promptest investigation by a perfectly independent tribunal of the complaints formulated in answer to Mr. Buxton's questions. It was for the representatives of the employees now to consider whether they would fall in with that proposal. Their refusal would impose upon them a heavy responsibility and quite apart from the merits of the case, would put them in the wrong in the court of public opinion. He (the Premier) did not wish to employ the language of menace, but desired that they should weigh carefully what he had said on behalf of the Government.

After seeing the men's executives the Premier and Mr. Buxton met the general managers of the railway companies. The officers of the railroads informed Premier Asquith and Mr. Buxton that they were prepared to accept the proposals of the Government. Subsequently the chairman and general managers of the railroad unanimously passed a resolution expressing acquiescence in the appointment of a royal commission to investigate the working of the 1907 conciliation scheme.

Home Secretary Winston Churchill said in the House of Commons this afternoon that the Government regarded the calling out of the men at the electric power station at Liverpool as the gravest feature of the situation at that port.

Forty-one members of the union's executive committee were present at the early railroad strike conference. A resolution was unanimously adopted declaring that the union was determined not to settle the dispute with the companies unless the lockout imposed upon their coworkers because of their support of the railroad men at Liverpool and elsewhere is removed and all the men reinstated.

The Cabinet also met early this morning to consider the situation. While in session Mr. Buxton and George R. Asquith, chairman of the labor and statistical department of that bureau, interrupted their conference with the railway men to consult Premier Asquith. Premier Asquith subsequently left the Cabinet meeting and joined the representatives of the Board of Trade in the conference with the representatives of the railway men's union.

EDINBURGH, Aug. 17.—The Scottish railroad companies decided to-day to adhere to the conciliation agreement of 1907 without modification. As a result of this decision the men have been notified by their leaders to be prepared to quit work at any moment.

The dock workmen along the Clyde are boycotting Liverpool steamships which are trying to discharge along this river. Macestran, Aug. 17.—Although comparative order prevails here the situation is growing worse with regard to general traffic. The Central Station is still closed and trains to every point are run with increasing difficulty. The freight yards are idle and the provision dealers are having greater trouble in obtaining supplies. The prices of all foodstuffs are rising considerably.

POPE COUNSEL ORDER.

ROME, Aug. 17.—It is said that the Pope has telegraphed the Roman Catholic Bishops of England exhorting them to influence the strikers to observe calmness and order.

LIVERPOOL IN SORE FLIGHT.

Part of City in Darkness. Health Conditions Bad—Warships for Protection.

Special Cable Despatch to THE SUN.

LIVERPOOL, Aug. 18 (A. M.). The armored cruiser Antrim has been using its searchlight in the harbor throughout the night to protect the shipping, and landed blue jackets and marines at the Waterloo docks. The police dispersed a mob that was looting a bread shop and other premises. Otherwise the night was quiet.

LIVERPOOL, Aug. 17.—A stranger arriving here to-night might suppose the city was in the hands of a foreign enemy but for the uniforms of the soldiers and police, whose presence alone keeps down the lawless. The docks are idle and the streets are thronged with sullen crowds. The business regions are idle and there are warships in the river to protect the shipping. A part of the city is in darkness and the street cars are not running.

The inhabitants have been alarmed because they feared that there would be no lights in the city at all. Early in the evening such a disaster seemed inevitable. All electricity in the hotels, restaurants, shops and theatres was cut off but was used where it was available. Where there was no gas the primitive candle and the oil lamp were made use of.

At the Northwestern Hotel, where many Americans awaiting the sailing of ships for home are among the sufferers, the electric power was cut off about 5 o'clock in the afternoon. All street cars were stopped. This condition was remedied partly later and for a time a few cars ran but at night they were stopped again. All saloons were closed at 8 o'clock by order of the Magistrates and will probably be closed hereafter at 2 o'clock in the afternoon until normal conditions are restored.

The shortage of food increases but is felt severely up to the present only in the poorest districts.

The chairman of the health committee at a meeting to-day said that the health of the city was endangered because of the absence of scavengers. The streets are not cleaned and the drains that have not been flushed for several days are giving forth foul odors and it is feared that a pestilence may set in.

It has been reported that the Government is ready to put a crew of navy men aboard the Lusitania to enable it to carry the mails, but the report is not credible and it is not credited by those who are best informed. Anyway the ship could not be coaled, owing to existing conditions, inside of three days.

Recorded in Three Places in Europe and Also in Albany.

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PARIS, Aug. 17.—Gronoble, Stuttgart and Breslau seismometers to-day record an earthquake probably in Mexico or South America.

ALBANY, Aug. 17.—Earthquake shocks were reported last night by the State Museum seismograph. They began at 6:30 P. M. and continued about one and a half hours.

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days. The Cronia is in a better position to get away, inasmuch as she was coaled several days ago, but there is no present prospect of her getting out of the dock. Notwithstanding the chaotic conditions the railway service, except with Manchester, is nearly normal.

There were no disturbances at Liverpool throughout the day.

The cruiser Antrim is anchored at the Prince's landing stage to protect the place from incendiaries. The cruisers Warrior, Bristol and Triton are on their way here to protect the shipping in the Mersey.

The cruisers are intended for protection to the river ferries and dock property as well as the shipping. Five hundred sailors can be landed from the warships within half an hour.

The entrances to the railway stations here are barricaded and guarded by the police and military.

A procession of wagons conveyed by detachments of the Scots Greys and mounted and foot constabulary brought foodstuffs from the docks during the day to a rendezvous on Williamson Square, where they were handed over to the consignees. The city's supply of electric light and power has been cut off.

The shipowners have offered to withdraw the lockout of dock workers who struck in sympathy with the railroad men provided they return to work on specified terms.

MANY STRANDED AMERICANS.

Automobiles Hired to Take Passengers to Steamers if Necessary.

Special Cable Despatch to THE SUN.

LONDON, Aug. 17.—The scenes in the steamship offices to-day were repetitions of those of yesterday, only there were many more Americans in the crowds and they were all extremely anxious to get back to the United States. A large per cent. of the callers at the offices were women and they became almost hysterical when they learned that the English lines were not promising any dates for sailings.

Several well known Americans who had booked for the Lusitania, learning that there is practically no likelihood of that vessel sailing on Saturday, transferred to the Hamburg-American liner Kaiserin Augusta Victoria, which touches at Southampton on Friday. Among them are Jacob Schiff and Mr. and Mrs. Fred Steyer, The Hamburg boat has not only sold out every available cabin, insuring about 500 in the first cabin, but to-day the company made elaborate arrangements for the passengers to reach the ship's side from London.

The Southwestern Railway Company to-day assured the steamship company that unless the service were entirely discontinued a special steamer train would surely run. The steamship company, not satisfied, engaged a fleet of automobiles which in case of necessity will be used to transport the passengers from London to Southampton. The agents of the steamship have informed passengers that it is likely there will be no baggage men to handle their trunks.

The Americans were very cheery and said: "Never mind that. We will carry our own baggage. Get us to Southampton and we will do the rest."

The captain of the Kaiserin Augusta Victoria has been notified by wireless to hold himself in readiness so as to steam to London if necessary. The ship will go first to Cherbourg and then to Southampton, thus giving an extra fourteen hours in which to meet the situation.

Particular interest attaches to the sailing of the Kaiserin Augusta Victoria as it will demonstrate whether the strike is altogether effective, and also the event of the holding up of the English lines will offer a mode of escape for Americans.

Among those still hopeful of sailing on the Lusitania are James R. Keene, George Whelan, president of the United Cigar Stores; G. F. Harriman and Ansel Oppenheim.

CANADA'S TRADE MENACED.

English Strike Affecting Commerce of Dominion in Many Ways.

MONTREAL, Aug. 17.—Ocean trade is hampered here seriously by the far-reaching consequences of the English strike situation. The banks to-day refused to make advances on bills of lading for goods destined for England. Some of the insurance companies have declined to write policies on perishable cargoes bound for the affected ports. The companies that have taken the risks have done so at advanced premiums.

The Allan Line Sicilian arrived from London to-day. She will call here for her outward and return voyages. The bill of lading here will be serious in a few days if present conditions last.

MYSTERY IN MURDER.

Man Recently From New York Strangely Killed in Galveston.

GALVESTON, Tex., Aug. 17.—The dead body of George A. Jaeger, 23 years of age, who arrived here two weeks ago from New York, was found in Central Park at daylight in a half reclining position with a deep wound behind his right ear.

Exhausting a dozen clues, the police say they are stumped. He had money on deposit in a local bank and was employed by Capt. Anderson, representative of the Gulf of Mexico, who was fully dressed even to his straw hat except that his shoes were missing and were later found on the street two blocks from the park.

The doctors say the man never moved after the blow was delivered and yet no blood was on his clothes or near the bench on which he was sitting in the center of the park. In Massachusetts the rewards offered to clear the mysterious tragedy amount to \$2,000. Neither money nor jewelry was missing.

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FOR US TO SAY

That we are organized, equipped and qualified to give the most economical results on a building operation is but to have the courage of our convictions. And the best that can be said of those convictions is, that they are not ours alone, but are shared by the Owners for whom we have done work.

THOMPSON-STARETT COMPANY
Building Construction
Fifty-One Wall Street

A BOLD SAILOR LAD BROKE

GEORGIA SCHOOLBOY STRANDED AFTER SEA EXPLOITS.

He Spent Summer Vacation Ploughing the Main—Can't Get Back to Savannah and Appeals to New York Police—Slept Two Nights in the Park.

A redheaded boy of fifteen years strolled into the detective bureau yesterday and told Lieut. Diefenthaler that he wanted to get home. He was John Dudley Hall of Pineola, Ga., and since June 3 he has been wandering about the north Atlantic and the North Sea as a seaman in search of adventure.

He arrived here on Tuesday as a waiter on the Kronprinzessin Cecilie and now he is unable to work his passage on any of the ships running to Savannah.

John had a small seaman's chest, which he carried on his shoulder, and a mass of documents, papers of discharge from ships and letters from American consuls to attest his story.

His stepfather is William L. Gignilliet, a lawyer. When high school closed this spring he obtained his father's consent to ship as a seaman on a steamer from Savannah to Hamburg, Germany, and see some of the world. He is tall for his age, muscular and could pass for a boy of 18 or 19.

He showed a letter of recommendation from Daniel Iveson, assistant superintendent of the Savannah Port Society, saying that John had the consent of his parents to sail the seven seas, and with this and a copy of the Bible he started out. His first ship took him from Savannah to Hamburg.

From there he went on the steamer Weimer to Leith, Scotland. He worked as an assistant steward on the steamer Corsica from Leith to Dundee, and returned to Leith on her. He shipped as assistant steward in the Coblenz to Hamburg and took her to Bremen. Then the American Consul gave him a letter to the captain of the Rutland, but the ship company was complete and he wasn't needed.

About this time John thought it would be well to start for home if he was to get back in time for the school opening, and he shipped as a waiter on the Cecilie. He landed here Tuesday he tried to get on a boat going to Savannah but was turned down.

He went into a Western Union telegraph office on West street and asked to send a message home for money, but the telegraph clerk wouldn't send it collect. That night he slept in the park, and the next, and yesterday went up to Police Headquarters with his chest on his shoulder to ask help from Lieut. Diefenthaler.

And because he was under 16 the lieutenant sent the young seaman to the Children's society until money comes to pay his way home.

DR. ARNO BEHR FINED AGAIN.

Sugar Trust Chemist Pays Maximum Penalty for Smuggling.

LOS ANGELES, Aug. 17.—Dr. Arno Behr, chief chemist of the American Sugar Refining Company and originator of the method now employed in making sugar from beets, has paid the Government another penalty of smuggling—this time the maximum. The sum he paid was disclosed by C. W. Pendleton, Collector of the Port. It was \$3,600.

Only a few months ago Dr. Behr paid a penalty for failing to declare a diamond and pearl necklace bought abroad when he and his wife arrived in New York. It was valued at \$1,000. Recently the customs officials got a clue to other gems which were not declared and the seizure followed.

DEADLOCK ON MOROCCO.

Prices on the Berlin Bourse Slump Because It Is Feared.

Special Cable Despatch to THE SUN.

BERLIN, Aug. 17.—Prices on the Bourse slumped to-day owing to a growing impression that there is something like a deadlock on the Moroccan question in the negotiations between France and Germany. It is hoped that the meeting between the Kaiser and Chancellor von Bethmann-Hollweg to-morrow will ease the situation.

MEN OF THE FIFTEENS SAVED.

British Steamship Picks Up One of the Two Missing Boats.

Special Cable Despatch to THE SUN.

PERIM, Aug. 17.—The British steamship Ardrea, from Calcutta for London, has arrived here with one of the two boats which put off from the steamship Fifteen when she sank in the Gulf of Aden several days ago. Some of the crew of the wrecked vessel were picked up in the boat.

EX-SHAH MURDERED?

Special Cable Despatch to THE SUN.

TEHRAN, Aug. 17.—There is an unconfirmed rumor that the ex-Shah Mohammed Ali has been murdered. The Government commander, Sardar Mohee, reports that his troops defeated 3,000 of the ex-Shah's supporters at Firuzkh in a most important engagement.

Pope Attending to Business.

Special Cable Despatch to THE SUN.

ROME, Aug. 17.—The Pope appeared to be considerably better to-day. He got up at 8 o'clock and sat at his desk and attended to business. Afterward he received Cardinal Merry del Val, the papal Secretary of State. The pontiff's appetite is increasing and the doctors say he is progressing steadily. They will soon cease their daily visits.

To Succeed Moran as Archbishop.

Special Cable Despatch to THE SUN.

SYDNEY, N. S. W., Aug. 17.—Archbishop Kelly, coadjutor to the late Cardinal Moran, will succeed the latter as Archbishop of Sydney.

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